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WOMAN'S WEAR STORE



THE FATE OF THE DEERING'S CREW

An Old Life Saver of the Coast Guard Tells How Ships Crews Lose Their Lives Off Hatteras

There is no mystery at all in the disappearance of the crew of the four mast schooner Carrol A. Deering which went ashore nine miles off Hatteras on the morning of Monday, January 31, 1921, and the tales of Bolshevik pirates capturing the crew of the ill-fated ship are so much newspaper bunk, according to Capt. R. L. Gaskill, Keeper of Coast Guard Station No. 184, who was in Elizabeth City this week. Capt. Gaskill's station is just south of Hatteras and he was one of the first to see the Carrol A. Deering heading in shore in the terrific storm of January 31, which lasted for several days.

Capt. Gaskill recited the facts of the wreck of the Deering and told of many another wreck as well. The Deering was not the first ship to come ashore off Hatteras with all sails set and not the first to lose her crew in the heavy seas. In the case of the Deering it was four days from the time the ship stranded nine miles off shore until the Coast Guard could board her. The seas running mountain high and not even a self-bailing life boat manned by men used to the Hatteras surf could survive a minute in the breakers on Hatteras' shoals. Nine times the men of Creed's Hill and Hatteras Coast Guard stations launched their power boat only to have it dashed back upon the shore, the men hanging on the life lines to keep from being drowned. When finally they did succeed in clearing the breakers they could get within only a quarter of a mile of the stranded schooner. The weather was thick and the seas running high as three-story houses. And the breakers of the outer bar are not the breakers of the shore. On the outer bar the breakers come from every direction at once, meet with a crash like the sullen boom of thunder, shoot up to towering heights and burst with a wash and surge that would swamp any craft within its sweep. Caught in the crash of the breakers themselves the staunchest craft would be smashed to kindling wood.

In such a sea as this the crew of the Deering manned their life boats and tried to make shore nine miles away. There is no mistake about this, thinks Capt. Gaskill. He says the set of the fourteen sails of the Deering showed beyond argument that the ship was manned when she struck the bar. There was a ladder over her side and a hawser trailing in the water. Every lifeboat

had been launched and the ship's small power boat was missing. It had, evidently been cut from the end of the loose hawser.

Some Other Disasters

Capt. Gaskill has been in the life saving service 28 years. In that time he has seen many counterparts of the Deering wreck. He recalls the wreck of the four mast schooner Stevenson in 1913. There were two women on board beside the officers and crew. They tried to come ashore and all were lost with the exception of one man who missed the life boats and clung to a gang plank. He was picked up half frozen in midocean days later.

In 1914 the Governor Ames, a six mast schooner anchored in a storm five miles off Hatteras. One man clinging to a hatch was saved. Every other soul was lost.

In 1903 the steamer Olympia came ashore in a southeast storm off Hatteras. The weather was thick, surf running high. When the seas abated only a mast was seen sticking out of the water where the ship had been seen. Not one of the crew was ever seen or heard from.

Then there was the tragedy of the English tramp steamer Oriosto, 33 in the crew. The captain, mate and first engineer stayed aboard while the crew tried to save themselves in the life boats. Only six of the crew of 33 were saved and four of them washed ashore more dead than alive and had to be resuscitated by the life savers. The officers who stood by the ship were saved without difficulty when the storm abated.

As a usual thing, the crew that stands by a stranded ship will be rescued. But this is not always the case. The schooner Wesley M. Orr drove into Hatteras bar in December, 1902, and the crew stayed by. Every man was lost, the ship breaking up before the life saving men could reach her. Quick thinking is required when a ship goes on Diamond Shoals, wind blowing ninety miles an hour, seas running wild and breakers falling over all like mountains tumbled by the hands of enraged monsters. When the ship's timbers groan and crack under the pounding waves and death seems imminent, it is the old story of the drowning man snatching at a straw. The life boats are there as a last resort. But no ship's boat can survive in seas that the Coast Guard can not ride.

Newspaper Bunk

It is now pretty well established that the many weird tales of Bolshevik pirates roaming the North Carolina Coast and capturing merchant ships were nothing more than the fabrications of yellow newspaper men, who find a peculiar delight in manufacturing bogus thrills for the shallow-minded public. U. S. Weather Bureau officials now say that the disappearance of a number of ships on the Atlantic in February was to be expected as a result of two severe storms which swept the Atlantic in February.

Records of the marine division of the Weather Bureau show that a storm, accompanied by winds of up to 90 miles an hour, swept the North Atlantic lanes about February 6, covering a section measuring 1,000 miles in length. This

storm continued three days. Again on February 15, a storm suddenly arose in mid-ocean and raged for seventy-two hours.

The bureau files contain reports from a number of ships which passed through part of the February disturbances and reached port only after sustaining damage.

Dr. Gregory Zilboorg, one of the best informed authorities on Russia in the United States to-day has come forward with an interview explaining the theory of Bolshevik pirates.

Asked whether or not he placed any credence in the current report that Soviet seamen are conducting filibustering expeditions in the Atlantic and preying on American shipping, he ridiculed the idea, saying there are no ships manned by Bolsheviks afloat in the high seas and there would be small chance of pirate being enabled to take their prizes to a friendly port when the British fleet is blockading the Russian seaports.

Admitting that the loss of the schooner Carrol A. Deering is a perplexing puzzle, and that the evidence of foul play is sufficient to warrant a searching inquiry, local shipping men take little stock in the theory that the loss of American ships off the Atlantic Coast last winter is due to causes other than the usual hazards of the sea.

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I was for five years with Miller's Dairy in Norfolk and know the dairy business. Phone your orders to Hersey P. Williams' Store, Phone No. 75, or address WALTER L. MIDGE, Camden, N. C.

MISS BERRY FINDS SENTIMENT FOR GOOD ROADS IS GROWING

Miss Hattie Berry, secretary of the North Carolina Good Roads Association, after making a number of good road speeches in the northeastern part of the State, is much encouraged over the interest which the people are showing in good roads. The people generally are more willing to pay taxes for the construction and maintenance of good roads than some of our leaders think, she says. "I tell the people frankly," she said, "that they cannot expect good roads without paying for them and I constantly remind them that in building roads by the issuing of bonds they have to pay for the roads and the interest on the money. Sentiment for good roads is growing stronger every day."

The commissioners of Hertford county, Miss Berry said, have recently ordered an election on five hundred thousand dollars in bonds for good roads.

SUMMER SCHOOL CROWDED.

The excellent literary program which was rendered in the chapel of the State Normal School building by the teachers of Pasquotank county marked the close of the first week of the State Summer School's session here.

The formal opening took place on Monday, the 20th, with the registration of teachers. More than 250 teachers registered for the different departments during the first three days. The school is taxed to its full capacity and some teachers who came here were compelled to go elsewhere. The need for more room is imperative.

Director Moore has secured a set of instructors, each of whom is an expert in his line of work, which makes it safe to say that a high percentage of efficiency will be reached by the end of the session.

The teachers here represent thirty-two counties, three of which are in the state of Virginia.

POPULAR BRANCH NEWS.

Mr. St. Clair Lewark and son Claude spent Friday and Saturday at Virginia Beach. Mrs. A. A. Baum has returned from Cape Henry where she has been visiting her mother.

Mr. and Mrs. J. T. White have returned from Norfolk where they visited relatives. The I. O. O. F. concert class gave a very interesting program at the high school building Wednesday evening, June 22.

The Poplar Branch baseball team played the Mill Dam team on the latter diamond last Saturday afternoon. A fast game resulted and many exciting plays were made by both teams. The score was 18 to 11 in favor of Poplar Branch.

Capt. and Mrs. Hooper of Coast Guard Station No. 169, spent Tuesday in Elizabeth City. C. C. Krank was in Elizabeth City Tuesday on business.

Dr. J. C. Baum spent Tuesday in Elizabeth City. L. C. Baum was in Elizabeth City Tuesday on business.

STARTING SOMETHING.

(A Communication.) Editor The Independent: We get your paper every week and I enjoy reading it, so please allow me a little space this week in reply to the woman who says she thinks there are more women that have more men than there are men that have more women. I don't think there are more women that have more men; but I do think there are some women who have more men. My answer is, because a crooked woman can easily get all the men but a crooked man can not get all the women. I think if men and women both would have more respect for themselves and family we would not have so many heartbroken wives and husbands and would have more decent country.

A READER.

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NEWS OF KITTY HAWK

Pretty warm weather, but just right for the "big meetings" that are going on.

Many people from here attended the Protracted Meeting last week at Collington, N. C., going over each night in boats, and the meeting was enjoyed by all as well as the delightful trip across the water each night.

Mrs. Mary Best has returned from a trip to Norfolk, Va. where she has been visiting her son and daughter, James Best, Jr. and Lola who is a stenographer at the Naval Base.

The Union Meeting of the Baptist Church is in progress here now and with four good ministers it seems like there should be a very good meeting this year.

Miss Stella Baum left last week for Elizabeth City where she will attend the six weeks summer school preparatory for teaching next year. She has just returned from her vacation, which she spent with a former school mate at Fredericksburg and Richmond.

Mr. and Mrs. A. M. Tate and daughter, Lena made us a visit last week. Mr. and Mrs. Tate were residents of Kitty Hawk for a number of years, both being born here.

Mr. Adam Doe has just arrived home. He is away most of the time as an engineer on boats and makes a trip home occasionally.

Miss Bettie Meekins is home again from Norfolk, Va. where she has been for nearly a year.

"It Looked Like a Battlefield in Europe," Said Mr. C. Dunster. "Was staying at a hotel in a small Pennsylvania town. Early one morning I went to the stable to hire a rig and was shown a pile of dead rats killed with RAT-SNAP the night before. Looked like a battlefield in Europe." Three sizes, 35c, 65c, \$1.25.

Sold and guaranteed by Culpepper Hardware Store, City Drug Store, G. W. Twiddy, John C. Bond, Edenton; W. A. Leggett, Edenton; Sawyer's General Store, Camden.

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We are now showing a very stylish line of white flannel trousers, something snappy for these warm evenings. These are moderately priced at \$9.00.

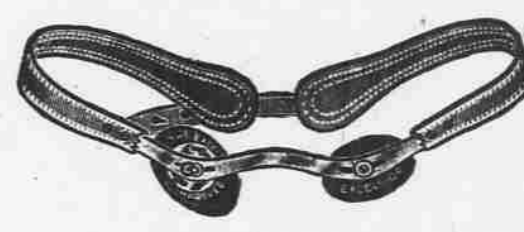
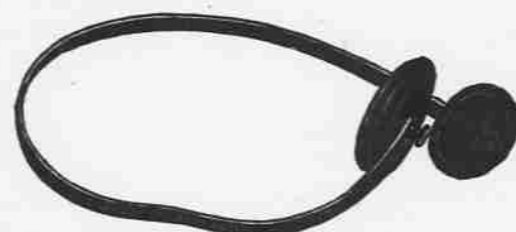
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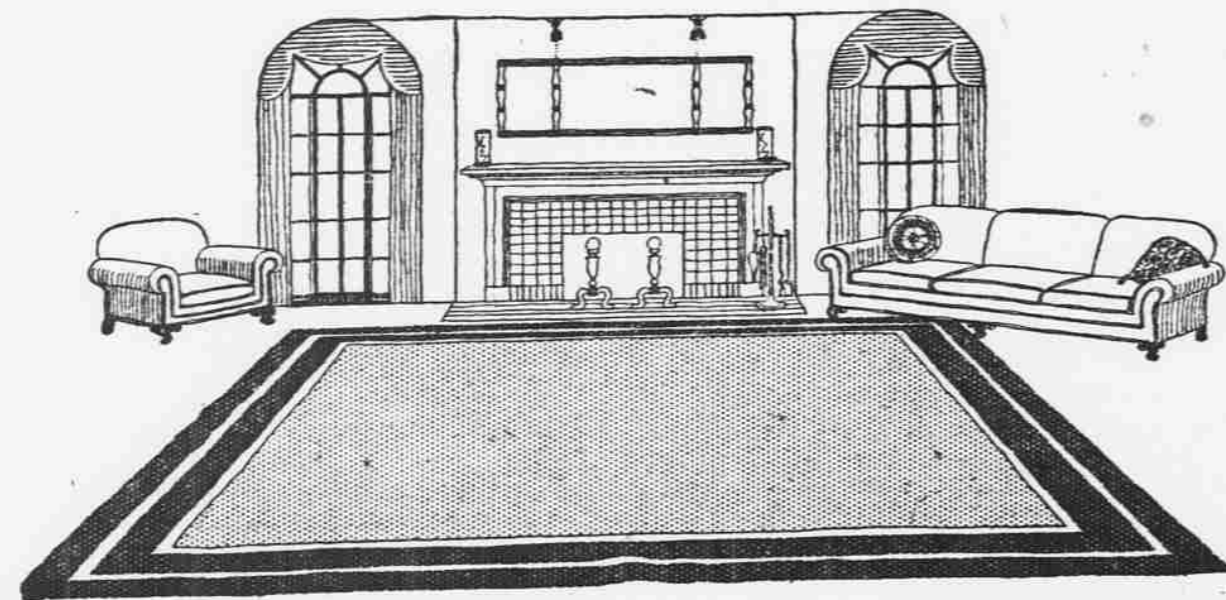
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